




OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

May 16, 2014

TO: Craig Rice, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Special Capital Improvements Project Legislation
Capital Crescent Trail (P501316)

In accordance with Section 302 of the County Charter and Section 20-1 of the Montgomery County Code, I am forwarding the attached Special Capital Improvements Project Legislation Authorization and Legislative Request Report for Capital Crescent Trail (P501316).

This request is necessary because the local cost of the above project now exceeds the FY15 Special Capital Improvements Project Legislation threshold of \$13,621,000 as set by Executive Order. The purpose of the project is set forth below.

The Capital Crescent Trail provides funding for the planning, design and construction of the of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring, Maryland.

I recommend prompt passage of this legislation so as to advance this project.

IL:hvp

Attachments (4)

c: Arthur Holmes, Director, Department of Transportation
Bonnie Kirkland, Assistant Chief Administrative Officer
Jennifer A. Hughes, Director, Office of Management and Budget
Edgar Gonzalez, Department of Transportation
Alicia Thomas, Department of Transportation

RECEIVED
MONTGOMERY COUNTY
EXECUTIVE

2014 MAY 16 PM 3:20

Expedited Bill No. _____
Concerning: Capital Crescent Trail
Revised: _____ Draft No. _____
Introduced: _____
Enacted: _____
Executive: _____
Effective: _____
Sunset Date: None
Ch. ____, Laws of Mont. Co. 2014

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

AN ACT to authorize the planning, design, and construction of the Capital Crescent Trail, Project No. 501316, in the Bethesda Chevy-Chase area.

By adding to the laws of Montgomery County 2014

Boldface	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law by original bill.</i>
[Single boldface brackets]	<i>Deleted from existing law by original bill.</i>
<u>Double underlining</u>	<i>Added by amendment.</i>
[[Double boldface brackets]]	<i>Deleted from existing law or the bill by amendment.</i>
* * *	<i>Existing law unaffected by bill.</i>

The County Council for Montgomery County, Maryland approves the following Act:

Section 1. The laws of Montgomery County, Maryland, are amended to read as follows:

Montgomery County, Maryland, is authorized to plan, design, and construct the Capital Crescent Trail Project No. 501316, in the Bethesda Chevy-Chase Policy area. This authorization includes all necessary planning, design, site improvements, equipment, and structures.

Approved:

Craig Rice, President, County Council

Date

Approved:

Isiah Leggett, County Executive

Date

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

Date

Expedited Bill XX - 14
Capital Crescent Trail
Legislative Request Report

1. **Description** - The County Executive requests that capital project No. 501316, Capital Crescent Trail be authorized as a “Special Capital Improvements Project” pursuant to Section §302 of the County Charter and Section §20-1 of the Montgomery County Code.
2. **Problem** - Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$13,621,000 in FY15 dollars. The estimated locally-funded cost of this project in the Recommended County Executives FY15 Capital Budget and FY15-20 Capital Improvements Program is \$95,856,000 for planning, design, land, site improvement and utilities, and construction costs.
3. **Goals and Objectives** - This project provides for the planning, design, and construction of the Capital Crescent Trail. This trail will be part of a large system to enable non-motorized traffic in the Washington, DC regional.
4. **Coordination** - This project has been coordinated with Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, and Washington Metropolitan Area Transit Authority.
5. **Fiscal Impact** - The total estimated cost and local funding for this project is \$95,856,000.
6. **Impact** – The Capital Crescent trail provides for a largely 12 foot-wide surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.
7. **Evaluation** - Capital projects are evaluated biennially by the County Executive and County Council as part of the Capital Improvements Program review.
8. **Experience Elsewhere** - Not Applicable.
9. **Sources of Information** – Edgar Gonzalez and Alicia Thomas, Department of Transportation
10. **Applications Within Municipalities** - Not Applicable.
11. **Penalties** - None Required.

Fiscal Impact Statement
Council Expedited Bill XX-14, Special Capital Improvements Project
Capital Crescent Trail

1. Legislative Summary.

Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$13,621,000 in FY15 dollars. The Executive requested a bill for one project – Capital Crescent Trail - that now requires Special Capital Improvement Project legislation.

2. An estimate of changes in County revenues and expenditures regardless of whether the revenues or expenditures are assumed in the recommended or approved budget. Includes source of information, assumptions, and methodologies used.

There are no expenditures or revenues associated with this bill. The bill only authorizes the designation of the Capital Crescent Trail as a Special Capital Improvement Project.

3. Revenue and expenditure estimates covering at least the next 6 fiscal years.

See item #2 above.

4. An actuarial analysis through the entire amortization period for each bill that would affect retiree pension or group insurance costs.

Not applicable. There are no personnel costs associated with this bill.

5. Later actions that may affect future revenue and expenditures if the bill authorizes future spending.

Not applicable.

6. An estimate of the staff time needed to implement the bill.

Not applicable. This bill does not affect staff responsibilities.

7. An explanation of how the addition of new staff responsibilities would affect other duties.

Not applicable.

8. An estimate of costs when an additional appropriation is needed.

Not applicable.

9. A description of any variable that could affect revenue and cost estimates.

Not applicable.

10. Ranges of revenue or expenditures that are uncertain or difficult to project.

Not applicable.

11. If a bill is likely to have no fiscal impact, why that is the case.

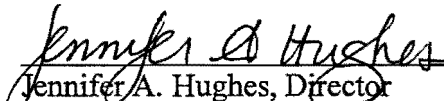
This bill authorizes the designation of the project as a Special Capital Improvement project. No new appropriation is required.

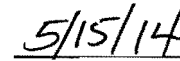
12. Other fiscal impacts or comments.

None.

13. The following contributed to and concurred with this analysis: (Enter name and department).

Helen P. Vallone, Office of Management and Budget.


Jennifer A. Hughes, Director
Office of Management and Budget


Date